



Hongkong Daily Press.

ESTABLISHED 1857

Registered as a Newspaper at the General Post Office in the United Kingdom

PROCRUSTINATION
is bad at any time, but where your eyes are concerned, delay may be injurious.
N. JAZARUS,
Optician,
12, Queen's Road C.

No. 19,944 號四十四百九千九萬一第 日八十二月四年戌壬 HONGKONG, WEDNESDAY, MAY 24th, 1922. 三拜禮 號四十二月五年一十國民華中 PRICE, \$3 PER MONTH

INTIMATION
A NEW SPECIALITY
BASS' LIGHT
SPARKLING ALE
PURPLE TRIANGLE.

Specially brewed for hot climate, lighter than the well-known Red Triangle.

CALDBECK, MACGREGOR & CO., LTD.

15, QUEEN'S ROAD CENTRAL

TELEPHONE NO. 75.

CARTRIDGES!

NEWLY ARRIVED.

A large consignment of **ELEY'S SPORTING CARTRIDGES**, 12, 16 and 20 bore, loaded with the Sportsman's favourite powders—E. C. and SMOKE-LESS DIAMOND.

THE HONGKONG SPORTING ARMS & AMMUNITION STORE.

No. 5-6, Beaconsfield Arcade.

A. LING & CO.,

19, Queen's Road Central, HONGKONG.

FURNITURE AND PHOTO GOODS STORE.

Glass Etching, Sign-Board and Mirror Repairing, Canton Marble in Various Shades, Photographic Goods of Every Description in Stock. Developing, Printing and Enlarging Undertaken.

Telephone 1219.

FRENCH LESSONS

M. MOUSSON

16, Morrison Hill Road.

PEAK TRAMWAY CO. LIMITED.

TIME-TABLE.

WEEK-DAYS.
7.00 a.m. to 8.00 a.m. every 15 minutes.
8.00 " " 9.30 " " 10 " "
9.30 " " 11.00 " " 15 " "
11.30 " " 12.30 p.m. " 15 " "
12.30 p.m. to 2.30 p.m. " 10 " "
2.30 " " 4.00 " " 15 " "
4.00 " " 8.10 " " 10 " "

NIGHT CARS.
8.50 p.m., 9.00 p.m., 9.20 p.m., 9.30 p.m. to 11.30 p.m. every 30 minutes.
11.45 p.m. SATURDAY
Extra Car—12 midnight.

SUNDAYS.
7.30 a.m. to 7.45 a.m.
8.00 a.m. to 9.30 a.m. every 15 minutes.
9.30 " " 11.00 " " 10 " "
11.30 " " 12.00 noon " 15 " "
12.00 noon to 1.00 p.m. " 10 " "
1.00 p.m. to 4.00 " " 15 " "
4.00 " " 8.10 " " 10 " "

NIGHT CARS
As on Week Days.

SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, 10, Queen's Road.

Season and public tickets available for all cars, but already full, running at the rate stated in the Company's time-tables, but not for special cars, can be obtained on application at the Company's Office. No season ticket will be issued until payment therefor has been made in Bank Notes or Cheques or Comproadors Order represent Bank Notes.

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

On and after FRIDAY, SEPTEMBER 19th, 1921 until further Notice. (All previous Time Tables cancelled.)

DOWN TRAINS													
Station	Local	No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	No. 8	No. 9	No. 10	No. 11	No. 12
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THORNYCROFT

JOHN L. THORNYCROFT & CO., LIMITED.

SHIPBUILDERS AND ENGINEERS.

LONDON, BOSTON, AND BIRMINGHAM.

Shanghai Office: 10, Kiukiang Road.

15 B.H.P. 30 B.H.P. 50 B.H.P. Engines
in Stock

For quotation apply—

SHANGHAI OFFICE.

Wear Palm Beach Suits.

The genuine Palm Beach cloth has washing qualities never before equalled. No dyes are used in the natural Palm Beach shade, which is the most popular in the Palm Beach range of patterns, so you can feel perfect security in washing your suit as often as you please.

We have in stock all sizes in the Natural, Grey, Fawn and Brown shades.

CALL AND INSPECT THEM AT

MACKINTOSH

& CO., LTD.

Men's Wear Specialists.

Alexandra Building, Des Vaux Road.



W.S. BAILEY & CO., LTD.

ENGINEERS AND SHIPBUILDERS.
KOWLOON.Tug-boats, Barges, Fast Launches, River Steamers,
and Motor-vessels.

Constructional Work and Repairs of All kinds.

Works (day) ... K.21.
Manager (night) ... K.633.
Secretary ... K.369.
Harbour Engineers ... K.604, K.622.

SUMMER PYJAMAS

AT

WHITEAWAY'S

THE RIGHT GOODS AT THE RIGHT PRICES.



Plain White Cotton Pyjamas
with Short Sleeves and
Knickers. Ideal for Sum-
mer use.

\$5.95 to \$6.50

Plain Cream Cotton Taffeta
Pyjamas with colored Col-
lars and Cuffs. Silk Braided
Fronts.

\$7.95 to \$8.95

Mercerised Cotton Pyjamas in
Colored Stripes. Soft and
Cool. Good Wearing. All
Sizes.

\$9.50 to \$11.50

New Shirts and Soft Collars.

CALL AND INSPECT.

WHITEAWAY, LAIDLAW & CO., LTD., HONGKONG.

COMPANY MEETINGS.

INDO-CHINA STEAM NAVIGATION
CO., LTD.A DOLEFUL YEAR: DEPRESSION,
COMPETITION, STRIKES.

The forty-first ordinary general meet-
ing of shareholders of the Indo-China
Steam Navigation Co., Ltd., was held at
Messrs. Jardine, Matheson & Co.'s Board
room, yesterday, at noon. Mr. D. G. M.
Bernard (Chairman) presided, and there
were also present: the Hon. Sir Paul
Chater, Sir Robert Ho Tung, the Hon.
Mr. A. O. Lang, and Mr. H. P. White
(Directors); Mr. W. F. L. Shenton (Solici-
tor); the Hon. Mr. A. R. Lowe, Messrs.
R. Sutherland, E. F. Aucott, E. Abraham,
H. Birkett, E. B. C. Hornell, G. M. Shaw,
P. Tod, C. C. Boyd, N. L. H. Railton,
Ho Fook, Ho Kwong, Ho K'ui, Lo Man
Hin, Ho Shai Kit, Lo Cheung Shiu and
Ho Leung (shareholders).

Mr. R. SUTHERLAND read the notice con-
vening the meeting.

THE CHAIRMAN'S SPEECH.

The CHAIRMAN said:—Gentlemen,—From
the accounts it will be seen that whilst
the actual running of the fleet has shown
unfavourable results, we are enabled,
thanks to our conservative policy during
recent years, to make a satisfactory re-
turn to shareholders.

When I had the pleasure of addressing
you, last June, the prospects for the year
now under review were commented upon.
In some quarters, the views then ex-
pressed might have been thought to be un-
necessarily gloomy, but experience has proved
that the year 1921 will long be remem-
bered as one of unprecedented world-wide
shipping depression. The general con-
ditions of shipping trade in the Far East
did not reach the low ebb in evidence in
home waters; and, owing to the fact that
a portion of our carrying trade is of what
may be called a domestic nature and only
indirectly affected by outside influences,
we are able to present a balance sheet
which, taking everything into considera-
tion, I hope, may be regarded as satis-
factory.

EFFECTS UPON TRADE OF THE SITUATION IN CHINA.

From time to time, during recent years,
our revenue has been seriously impaired
by the effects of hostilities connected with
the unfortunate complex conditions of
Chinese politics. During the last half of
1921 the state of affairs existing on the
Yangtze between Hankow and Ichang
was almost incomprehensible, inasmuch
as steamers under all flags were, for a cer-
tain period, frequently fired upon by
Chinese troops on both sides of the river.
As can well be imagined, transport under
such disturbing conditions was almost
impossible, and a considerable period
elapsed before business resumed a normal
state. Unfortunately, this long spell of
inactivity seriously affected our earnings;
not only on the Middle Yangtze but also
on the Lower river and Coast lines, which
suffered by reduced shipments of through
cargo. You will realise that so long as
the present chaotic state of affairs exists
in China, the business of the Company,
so far as the China carrying trade is con-
cerned, is bound to be affected by the
general feeling of insecurity and uncer-
tainty. It is worthy of note, however,
that the long suffering native shippers,
notwithstanding the disabilities they have
had and still have to contend with, show
a noteworthy spirit of enterprise during
troublesome times, and it is to be hoped
that they may soon enjoy an undisturbed
period of commercial activity; to the
benefit of both their own and foreign
interests.

COMPETITION ON THE CALCUTTA LINE.

Severe competition was still in evidence
on the Calcutta line, and the Shanghai-
Canton line, and this was greatly re-
sponsible for poor returns. Our competi-
tion with regular supporters was well
maintained and you will, I trust, agree
that we have followed the correct policy
in placing our old and regular clients
on the same favourable basis as new
comers in the trade who may endeavour
to take advantage of the unnecessarily
low rates offered by subsidised lines of
other nationality. The continued unrest
in India, and commercial depression in
the Straits and Japan are well known to
you; this is naturally reflected in our
income from the ports affected. We have
now the advantage of two large and
economical carriers, in the *Kutung* and
Zhang, which are specially adapted for
Eastern trades and should prove valuable
acquisitions to the Company.

THE RECENT LABOUR TROUBLE.

It was at one time hoped that, as soon
as the war was over, our running expenses
and overhead charges would be materially
reduced. I regret to say, however, that
this has not been the case. We find that
the burden borne by the Company in this
connection has been very little, if at all,
lightened, although there has been a sub-
stantial saving in the price of bunker coal.
Recent Chinese labour troubles entailing
a substantial increase in wages have also
resulted in placing an additional and
unexpected tax upon the Company.

THE SHIPPING PROGRAMME.

Turning to the Company's building pro-
gramme, our new Calcutta steamers, *Kut-
ung* and *Huang*, 7,800 tons and 8,700
tons deadweight, respectively, (already
referred to), took up their running on
the Calcutta line this month. The latter
steamer was purchased, when partially
built, from the North of Ireland Ship-
building Company; she was finished to
approximately the same specification as
the *Kutung*, and her very moderate pur-
chase price allows of a satisfactory
average value per ton, for our two latest
additions to the Calcutta line. The two
Coasters built at home, viz., the *Fanning*
and *Tingning*, have recently arrived and
have been found in every way suitable
for the service for which they were
designed.

Our new Lower Yangtze steamer,
Kunguo, left for Shanghai to take up her
River employment last February and has
proved a credit to her builders, the Hong-
kong and Whampoa Dock Company. I
may say she represents the last word in
utility and comfort on the Yangtze.

THE YANGTZE FLEET.

We still have under construction firstly,
the *Fuhoo*, the Ichang-Chungking steamer
referred to at our last annual meeting.
This vessel was built by Messrs. Yarrow
& Company, at home, and brought out in
sections by the new Coaster *Fanning*. At
present the *Fuhoo* is being assembled at
Shanghai and should be ready, very
shortly, to take her place on the Chung-
king run. Secondly, the *Pinguo*, a
specially designed cargo carrier, has been
contracted for with the New Engineering
& Shipbuilding Works, Ltd., at Shang-
hai, and will shortly be available for ser-
vice on the lower and/or middle Yangtze,
where the continual expansion of trade is
engaging our earnest attention. The
peculiarities of the Yangtze river with
its widely changing conditions during
summer and winter seasons, when extreme
ranges in depth of navigable water are
experienced, call for the utmost care and
forethought in the design of vessels to be
employed. In order to cope with the in-
creasing volume of cargo available in the
middle Yangtze districts during the low
water season, tugs and lighters have had
to be acquired to act as feeders to
steamers of the main lines and it is pos-
sible a further expansion of this means of
transport may soon become necessary.

REPLACEMENT OF LOSSES: NOT EXTENSION.

From the foregoing it must not be
thought that the Company is engaged in
an extensive building programme. The
sea-going tonnage referred to represents,
in a large measure, replacement of losses
and adds during recent years; the
vessels in question being *s.s. Kutung*,
torpedoed in the Mediterranean; *s.s. On-
wang*, foundered on the way home
with food stuffs; *s.s. Fanning*, a total
loss off "Hainan"; *s.s. Niuming* and
s.s. Miuming sold. We have still before
us the necessity of replacing, with modern
carriers, some of the older steamers of the
fleet now running in regular services,
while arrangements have been made to re-
bolice on improved lines several coasters,
the hulls and general condition of which
well justify the outlay.

THE ACCOUNTS.

Turning to the report and statement of
accounts, you will observe that owing to
steamers acquired, the value of the fleet
has increased by £1,101,221 2s. 4d. There
have been a few more payments in 1922
on account of new tonnage, which will
appear in the accounts for that year.
Investments have been shown at the
market rate on December 31st last. The
decrease in the amount standing at the
credit of the Investment Account is due
to the realization of certain securities to
meet payments on account of new
steamers which have been built or ac-
quired during the year under review. The
same remarks apply to the Deposit
Account.

Turning to the liability side of the
balance sheet, you will notice that
special repairs and renewals account has
been reduced by £16,693 13s. 4d. which
is due to extraordinary expenditure over
and above the ordinary running repairs
of the fleet. Exchange fluctuation reserve
account has been depleted owing to the
dollar assets and liabilities having been
taken into account at a rate 2s. 7d. as
against 2s. 13d. These were the rates of
exchange on the 31st December in 1921
and 1922 respectively.

Floating staff pension fund has been
slightly increased by the amount of in-
terest added during 1922, less the amount
paid for pensions. A scheme is still under
consideration to place this fund on a
satisfactory and permanent basis. Build-
ing reserve fund has been used to write
down the cost of the new steamers, thus
bringing them more into line with market
prices now ruling. The underwriting
account you will note is increased by
£17,789 3s. 1d. due to premium on fleet
being credited, while, fortunately, the
expense of accidents falling to this
account have been below the average.
Contingency account has been reduced
by £10,915, being amount paid on
account of Corporations Profits Tax. An
Investment Fluctuation Account has
been opened and to this has been credited
the increase in value of investments
which were still held at the end of the
year.

PROSPECTS FOR THE YEAR.

With regard to the prospects for this
year there is very little I can tell you;
at the present time there are indications
of revival, but the reasons for want of
confidence amongst native shippers, pre-
valent last year, still exist. It is also
hardly necessary for me to remind you
that during the first few months of this
year our organisation in the South was
at a standstill owing to the Chinese
Seamen's Strike, which lasted from
January 15th till March 31st. There is a
possibility of readjustments of tariffs on
some of our lines, now operating at com-
petitive rates; and if this is effected, a sub-
stantial increase of earnings should re-
sult.

THANKS TO THE STAFF.

In conclusion, it is desirable to record
our appreciation of the good work per-
formed by the Company's floating staff
and employees in short appointments dur-
ing the past year. Particular mention
must be made of the valuable services
rendered by our employees during the
strike. Their co-operation and willing
assistance in meeting the many and ever-
changing difficulties confronting us,
enabled arrangements to be made which
greatly helped to minimise the serious
financial loss occasioned by the unfortu-
nate hold-up.

THE RESOLUTION.

The Report and Statement of Accounts,
now in your hands, explain our recom-
mendations with regard to transfers in
accounts, and dividend proposed in
respect of last year's working. I, there-
fore, propose the following resolution:

That the Report and Statement of
Accounts, as presented be adopted and
that £25,000 be transferred from
Equalization of Dividend Account to
Revenue Account; that payment of a
dividend of 6s. on the Preferred
Ordinary shares and £1 10s. on the
Deferred Ordinary shares be made, and
that the sum of £3,038 5s. be carried
forward to next year. The dividend on
shares on the Hongkong register to be
paid at the rate of exchange 2s. 6d.
Mr. H. BIRKETT seconded the resolu-
tion which was carried unanimously.

TRANSACTION OF OTHER BUSINESS.

Mr. LO CHEUNG SUI proposed the re-
election of the Hon. Mr. A. O. Lang as
a director of the Company.
Mr. E. B. C. HORNELL seconded and
this was agreed to.
Mr. HO FOOK proposed, and Mr. P.
Tod seconded, that the Hon. Mr. A. R.
Lowe and Mr. E. A. M. Williams be re-
elected auditors at a remuneration of
£5,000.
This was approved and the proceedings
terminated.

"STAR" FERRY COMPANY, LTD.

The twenty-fourth annual meeting of
this Company was held yesterday morn-
ing at Messrs. Jardine, Matheson & Co.'s
Board room. Mr. D. G. M. Bernard
(Chairman), presided and there were also
present: the Hon. Sir C. P. Chater and
the Hon. Mr. A. O. Lang (Directors); Mr.
F. H. Crapnell (acting secretary); Mr.
Messrs. M. S. Northcote, J. Hooper, Ho
Leung and R. Dastur (shareholders).

The CHAIRMAN said:—Gentlemen,—In-
creased passenger traffic has resulted in
an increase of \$20,630.26 in the net earn-
ings of the Ferries, and I think you will
agree that this is very satisfactory. At the
request of the auditor, depreciation of
the Lee House Street Pier and the boats
has been written off through profit and
loss account, instead of being dealt with
at the annual meeting, as has been the
practice hitherto.

An application from the crews for an
increase in wages was received at the end
of February, and an increase was granted
as from 1st of that month, and I am glad
to say the men stood loyally by the Com-
pany during the general strike. I regret,
however, they went on strike in conjunc-
tion with the Launchmen on the 19th inst.
Since then an improvised service has been
maintained with the kind assistance of
Naval ratings. I trust users of the Ferry
who have suffered inconvenience through
the irregularity of the service will realise
that everything possible is being done to
organize a regular service.

The balance at credit of profit and loss
account to be dealt with at this meeting
is \$154,619.41. It is proposed to pay a
dividend of \$2 per share and a bonus of
\$1 per share, and to carry forward the
balance, viz., \$24,619.41.
I beg to propose that the report and
accounts as presented be adopted (and
passed, including the payment of a divi-
dend of \$2 per share and a bonus of \$1
per share, and that the sum of \$24,619.41
be carried forward to a new account.

Mr. M. S. Northcote seconded and this
was carried unanimously.

The re-election of the Hon. Mr. A. O.
Lang as a director was agreed to, on the
motion of Mr. Ho Leung, seconded by
Mr. B. Dastur and, on the motion of Mr.
M. S. Northcote, seconded by Mr. J.
Hooper, Mr. C. Bernard Brown was re-
elected auditor at a remuneration of \$300
per annum.

WHAT IS EYESTRAIN?

The eye has certain tiny muscles.
When objects we look at do not come
up to a sharp focus in the eye, these
muscles exert themselves unduly and
enable us to see clearly in spite of the
defect. These muscles tire and relax
causing the objects looked at to become
blurred and indistinct. Upon closing the
eyes for a few seconds the muscles be-
come more or less rested and objects
are clear again for a brief period.
Properly fitted glasses correct eye-strain,
whether caused by astigmatism or age.
The Hongkong Optical Co., successors to
Clark & Co., Manufacturing and Refrac-
ting Opticians, 61, Queen's Road, Central,
have the equipment to fit you glasses
properly.—Advz.

PREPAID "WANTED" ADVERTISEMENTS

Letters are lying at this Office for:
Boxes A, L, JWB, WX, QW, RF, RG,
RH, RL, RX, RW, RU.

WANTED TO PURCHASE—Hotel or
Boarding House, Good Price paid for
Genuine Concern showing Good Profits, strictly
Confidential. Apply Box S.B., c/o Daily Press
Office.

TO LET—One or Two Large Furnished
Bedrooms with almost exclusive use of
Dining room, Piano, Telephone. Hongkong,
Mid level. Apply Box S.C., c/o Daily Press
Office.

TO LET—Nicely Furnished Flat in Con-
duit Road, three rooms, spare room,
bath room. Vacant June 1st. Apply Box S.D.,
c/o Daily Press Office.

FOR SALE—Dodge Automobile, 1921
model in excellent condition, five seats,
4 cylinders. Can be seen any time between 10
o'clock and four at East Point Garage. Ex-
perienced chauffeur could remain with car.
Price \$10,000, reason for selling, owner leaving
the Colony. Apply Box S.E., c/o Daily Press
Office.

FOUND—A brown leather Wallet contain-
ing English Bank notes at Arsenal
Street Pier on the 30th April last. Any claim
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(BEFORE THE ACTING PRINCIPAL JUDGE.
(MR. J. R. WOOD).)

THE ABSENT JURYMAN.

Mr. A. W. da Rosa, who was not present on the previous day when called upon to act on the jury, attended and explained to the Judge that he mistook the time; he thought he was warned, for the afternoon, and he attended in the afternoon and explained that to the Registrar. The Judge accepted the explanation. Mr. da Rosa's name was again submitted to the fortune of the ballot and in the afternoon he was picked a second time for juryman.

IMPORTANT COUNTERFEIT COIN CASE.

The Law's delays were illustrated in the first case before the Court. Five men, all of whom had resorted to the annoying habit of using *altines* (so that the recital of their names was a complicated business), were indicted on many counts in connection with possession of over a thousand counterfeit coins. First, the Clerk of the Court read the catalogue of crime in English; then the interpreter related it in Chinese. The men's replies amounted to a plea of "not guilty," so a jury had to be sworn. This was done individually and not collectively, after the prisoners had been informed, in English and Chinese, of their privilege of objection.

Then the jury, who had already heard the charges from their places at the back of the Court, had to hear them again in their official capacity. All this took nearly half-an-hour and at the end of it no one was very much wiser than before. The Attorney-General acknowledged this in his opening.

CONFUSING AND DEVENING.

"The relation of the various counts of the indictment," he remarked to the gentlemen of the jury, "has been rather confusing, and even delecting, and I do not suppose you have a very clear idea of what they charge the prisoners with, so I will try and explain."

On the first count, the Attorney-General said, all five prisoners were charged with being in possession of a quantity of counterfeit coin. On the second count, certain of the coins were definitely associated with the first prisoner; other counts associated some of the coins with other prisoners; the second prisoner was also charged with importing the coin.

As to the main charge of possession, against the five men, the Attorney-General explained that Inspector Appleton and other police officers found six men on an upper floor of premises in which a large quantity of counterfeit coin was rather curiously distributed—in baskets, in packets on the floor, and in one man's sock. A table was laid for a meal for six, and that suggested that all the men used the premises and were equally concerned. Nothing was found on the fourth and fifth prisoners so, unless the jury were prepared to say they were satisfied all the men had guilty knowledge, he thought they would have to let off these two men.

WOULD NOT DECEIVE THE BLIND.

The Attorney-General quoted a curious statement by the first prisoner, who said that when a friend brought him the counterfeit coins, his comments were, "In Hongkong, when the blind would not accept such coins, so soon as you take one in your hand you can tell it is bad. They are light and weigh only 1.1 mace, whereas a good one weighs 1.4 mace. ('He seems to know a lot about it,' interpolated the Attorney-General.) You had better take them back to Kongmoon."

"He is not above passing bad coin," commented Mr. Kemp, "but he did not intend to pass them; they were not good enough." The Attorney-General also mentioned an attempt by the second defendant to get rid of an incriminating letter of instructions.

The jury found three of the prisoners guilty. Two were sentenced to five years imprisonment and one to 18 months. The fourth and fifth were discharged.

The members of the jury were: Messrs. F. Lammert (foreman), W. R. Wilkinson, A. A. Alves, Wong Sheung-chau, V. V. Haverkamp, H. J. M. de Figueiredo and H. G. Earle.

THE SIMPLE ANNALS OF THE POOR.

Amongst the Chinese, poverty is no protection against burglary. A farmer who lives in a wretched mud-brick house near No. 8 Railway bridge, Yau-mai, with his aunt, his great-aunt and three children, was reading a book, one night last month, when in came six men who said they had come to search for opium. It was soon clear that the men were not revenue officers, as they pretended, for they made great play with a revolver, which the regular force would hardly do, against one man, one aunt, one great-aunt and three children. A dagger was also brandished. Moreover, the visitors, in looking through the clothing, put all the best on one side, notably two pairs of the great-aunt's trousers. They also took the household clock.

It so happened that the police had an ambush that night, not far from the mud-brick house. Crime has been so prevalent in Yau-mai, lately, that one method adopted of trying to check it is to stop and search all people out late at night. One of these robbers, carrying the clock, walked straight into the ambush. Another man who passed at about the same time, but on whom nothing incriminating was found, was allowed to go.

(Continued at foot of next column.)

THE LAUNCHMEN'S STRIKE.

DELEGATES ARRIVE BUT NO MEETING YESTERDAY.

There was no apparent change in the strike situation yesterday, though with the arrival of the five delegates from Canton important developments may be expected at any time.

The following letter was received by the Secretary for Chinese Affairs yesterday afternoon:—

To the Hon. S.C.A.

SIR,—The members of our Society have elected 5 Delegates who have all been given full power. These Delegates have come to the Colony from Canton, and are waiting in the Society. We do not know if the Chinese and European Owners of Launches have all come to your office to attend the meeting. If they have, we beg respectfully that you will telephone to our Society, and our delegates will come to your office at once to discuss the matter.

CHINESE COXSWAINS' AND ENGINEERS' ASSOCIATION.

Dated 23rd May, 1922.

No delegates attended. A verification in person of their powers being a necessary preliminary to any further conference, a verbal message to this effect was returned by the messenger.

THE TOWAGE SERVICE.

Mr. S. T. Williamson, who is busily engaged in organising a fleet of towage launches informed a representative of the *Daily Press* last evening that the Launch Requirements Committee's scheme was proving quite a success. He was not in a position to give figures of the day's workings just then, but there had been a big increase in the number of launches working on the harbour that day and that all calls for towage work had been met. Officers and Engineers were volunteering for launch service work in a most satisfactory manner and the Committee hoped to have more launches running to-day.

A STOKING PROBLEM.

The important part that the stoker plays in running the Star ferries is not generally recognised, but we are told that the unsatisfactory running of the ferries at the present time is most probably to be explained by difficulties of stoking. In these days of oil fuel, Naval men are unfamiliar with coal stoking, and it must take some little time for Naval ratings to adapt themselves to these new conditions and for the navigators to gauge the power at their command.

SIR PAUL CHATER'S MEMENTO OF THE PRINCE'S VISIT.

THE GIFT COMPLETED.

The Hon. Sir Paul Chater has paid over the sum of \$5,000 for the purpose of furnishing a club for Ex-Active Service men in the Colony, and the trust deed in regard to Sir Paul's gift of \$50,000, has been duly signed and deposited with the solicitors. The interest on this sum of \$50,000 is to be divided yearly between the Ex-Active Servicemen's Association and the British Legion.

UNPOPULAR BILLS OF LADING RULES.

A London message of April 27th appearing in the Press of India says:—Since the date fixed for the commencement of the "universal and exclusive" use of the Hague rules for bills of lading, they have been used optionally, but no attempt has been made to force them upon shippers. The latter now are apparently preparing a counter-offensive, for certain associations, which have already been prominent in opposition to the rules, are passing resolutions making shipments under the Hague rules bad tenders against contracts.

No sooner had the man with the clock been brought to the Police Station than in came the great-aunt (an active, intelligent, old dame), and her grand nephew—the farmer—to report the robbery. They at once burst out with, "That is our clock, and that is one of the robbers."

FINDING THE ACCOMPLICES.

The prisoner helped the police to find his accomplices, and an interesting point was that one man he put them in touch with was the man who had been detained and released just after the robbery and near the place. This man was later picked out from a crowd by the farmer as one of the men concerned. Another man discovered with the help of the prisoner who identified by the woman as the man who threatened them with a revolver.

The jury decided that evidence against the first of these two men was not sufficient to convict but they found No. 1 and No. 3 guilty.

The Judge sentenced them each to five years imprisonment with hard labour and ordered them to receive 12 strokes of the cat.

It was mentioned, in the course of the case, that the calls at Yau-mai Police Station are so placed that it was possible for the public to see prisoners awaiting trial. As this might affect *bona fide* identification, the Jury expressed the opinion that this state of things should not exist.

The Judge entirely agreed.

The members of the jury were: Messrs. W. A. Hannibal (foreman), B. D. C. Morgan, J. Angus, Wong Sheung-chau, Joseph Fraser, J. V. Haverkamp and A. W. da Rosa.

LANGUAGE THAT SHOCKED

A POLICE INSPECTOR.

AN ENGLISH SEAMAN AT THE MAGISTRACY.

SWEARS AT THE MAGISTRATE.

There were some exciting moments at the Magistracy yesterday morning, during the hearing of a case, in which an English sailor, of London, named Herbert Harle, was charged with behaving in a disorderly manner at the Mercantile Marine Office of the Sailors' Home, and with assaulting and obstructing the police, in the execution of their duty.

The defendant had a grievance against the Superintendent of the Sailors' Home, Capt. Frank Bayliss, and at times flared up into an almost uncontrollable rage. He swore in an underbreath at the Chinese Court Constable, because he asked him to keep quiet. The constable thought discretion the better part of valour and crept quietly round the corner of the Dock out of his way. He swore aloud to the Magistrate, spoke severely against Capt. Bayliss and towards the end of the case said that he was really sorry that he was an Englishman.

The man, who is of fine physique, was formerly a sailor on the s.s. *Lord Sefton*, which sailed out of port for home some time ago, leaving him behind an inmate of the Government Civil Hospital, suffering from a disease invited by his own foolish actions. On discharge from hospital he was handed over to the care of Capt. Bayliss, who in the capacity of Deputy Shipping Master of the port, has authority under Section 41 of the Ordinance of 1906 to take care of stranded seamen. Harle objected to the authority used by Capt. Bayliss, and on Monday, the matter came to a head, whilst the man was under the influence of drink. On the previous Saturday he refused to take a passage home on a Blue Funnel steamer, and when Capt. Bayliss offered to pay him the balance of wages due to him, on the condition that he left the home, the man refused to accept the money and to leave. He then behaved in a disorderly manner and assaulted Police Sergeant Dickson who arrested him.

The defendant pleaded not guilty to both charges and launched against the dock rails with his hands buried deep in his pockets. For this he was rebuked and told to stand up straight.

Capt. Bayliss in his evidence said that he informed the defendant that, as he refused a passage, he would have to turn him out of the home and defendant became so insulting and abusive in his language that the witness said:—"I was compelled to attempt to turn him out. He turned on me and pushed me back against the desk and would probably have assaulted me, if Capt. Lewis had not come to my aid." At that time the defendant was under the influence of drink. Police aid was sought and Sergeant Dickson, who was living on the premises, was called to arrest him. At the foot of the stairs the defendant met the Sergeant and struck him on the jaw. Capt. Bayliss held the man's hands whilst the Sergeant clung to his neck. A Chinese boy was sent for further police assistance and the man was finally removed to No. 7 Police Station.

Asked if he had any questions to put, the defendant put to the witness a question relating to a visit to the Harbour Master, defendant complained that he was left in the Harbour Office for over two hours while Capt. Bayliss "beat it" and left him there without getting anything done.

Then turning to the Magistrate the defendant said: The only trouble is that he was going to take me there for the last three weeks. I wished particularly to see the Harbour Master. For three days I was kept waiting without seeing him. I want my rights, and I am going to have them.

A minute later the defendant said that Capt. Bayliss had given him \$30 out of his pay and out of this he had to buy new clothes and pay bills. "To buy a packet of cigarettes, I had to pawn some of my clothes. Then if I wanted a sampan to go to a boat I had to pay as high as 50 cents. If I had been an officer I might have been able to get one for 20 cents." The defendant finished up by saying: "I have been 25 years at sea and I have a good record" and he waved a small book.

Capt. Bayliss informed the Magistrate that he took charge of the man's money as he would have to pay so much towards his passage home, and if he let him have the whole of the wages left for him by the Captain, he would have had no money left for the passage.

The defendant: It is impossible for me to pay the passage; you cannot expect a stranded seaman to pay his passage home.

Capt. Bayliss said that out of \$104 there was not a great deal left, and according to the regulations, the man had to pay 4s. 6d. per day for the passage home. Assistance would also be granted, according to the nature of the case, out of the Fund for distressed sailors.

The defendant: I have got a passage due to me under the Mercantile Marine Act of 1906. I am not supposed to be left behind like this. According to my book (and here he waved his little black book defiantly) I am entitled to a passage home.

The Magistrate: Can you show it to me?

The defendant said: "Certainly, Sir," and ran his finger down the pages of the book. After a few minutes had been spent in looking for the beneficial clause Harle had to confess that he could not find it. "It is not in this book," he said, "but it was in the old one. I can remember it."

The Magistrate then looked up the Act referred to and after a brief study announced: As this illness is the result of your own fault you are not entitled to a free passage home.

The defendant then waxed angry and reiterated the statement that he was entitled to a passage home.

The Magistrate asked him to keep quiet. He refused and swore aloud saying, "G—d—! it; a man must have a show."

The Magistrate: I will not have you swearing in the Court; if you don't keep quiet I won't listen to you any more.

The defendant: This man (pointing to Capt. Bayliss) said I was insane. Was I drunk!

Capt. Bayliss: You were drunk. The defendant continued to argue, and the Magistrate had to again warn him to behave himself.

The defendant (aloud): I know these "John Bullies"; they have not the guts to treat with me fairly.

The Magistrate: Please keep quiet. Sergt. Dickson gave evidence of the assault on himself.

The defendant retorted that the Sergeant when he came down stairs never said a word, but hit him on the jaw, and he returned the blow, "as was only natural for any Briton to do."

The Magistrate told the defendant that if he wanted to see the Harbour Master about any grievance he would only be too pleased to remand the case and arrange for this to be done.

The defendant: I don't want to be in Police custody; I want to be free. I would rather have it out now.

He then volunteered to give evidence and said that at 2.30 p.m. on Monday a Chinaman told him that he was wanted by Capt. Bayliss. He went to the Shipping Office and Capt. Bayliss said to him: "See here; take your money, forfeit your passage, and sign this." I refused to sign and Capt. Bayliss gave me a push and I got into the "Coop." Here the defendant defied the prosecutors saying, "Not one of you has got the guts to put a bullet through me."

Asked to continue his story the defendant said: I stood up to him, and that was natural. I was not drunk; I was angry. I had no drink all day yesterday.

The Magistrate examined the man's record and remarked to Capt. Bayliss that it appeared to be a very good record.

Before leaving the witness-box, Harle said: They are all down on me. Inspector Kent said that when defendant was brought to the No. 7 Police Station he was under the influence of drink. His language was "something awful." "I don't think any man in his senses would have used such language. I had to come down from my quarters and speak to him. I did not think any Englishman could use such language."

The defendant: I am really very sorry that I am an Englishman. For being drunk and disorderly a fine of \$10 with the option of seven days imprisonment was ordered; for obstructing and assaulting the Police a further fine of \$25 with the option of 14 days was ordered.

The man was then led out of Court protesting all the way.

Capt. Bayliss said that if he paid these "fine" out of the man's money nothing would be left for a passage home.

The Magistrate: That is the man's look-out.

Capt. Bayliss said that in his capacity as Deputy Shipping Master he was in a position to keep the money back to pay his expenses; he could even refuse to pay his fine.

The Magistrate: That is your own affair. I cannot interfere.

While the defendant was waiting outside he continued to swear and said he would never pay the fine. He did not mind going in the "coop" for a little while.

There is reason to believe, states *The Times*, in its money article, that one of the first steps which Mr. Wellington Koo, the Chinese Minister to Great Britain, will take upon his arrival in Peking will be to impress upon his Government the importance of terminating the default in the payment of the interest on the Chinese 8 per cent. Treasury Bills (1924-28) for £600,000, representing an L.O.U. given to the Marconi Co., and the 8 per cent. Treasury Notes (1925-30) for £1,800,000. The Chinese Government was ready to allocate part of the surplus of the salt revenue to the service of the Vickers loan, but the international financial consortium objected. According to advice from Peking, received in a well-informed quarter in London, the Minister of Finance is fully alive to the necessity of fulfilling the financial obligations of China and is taking steps to provide the funds for the service of the two loans in question.

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COERCION OF WIVES. COMMITTEE OF INQUIRY.

In the House of Lords recently, Viscount Ullswater asked the Lord Chancellor whether his attention had been called to the judgment of Mr. Justice Darling in the recent case of *R. v. Peel*, in which the learned judge held that the "melancholy doctrine" that a wife can be coerced by her husband into the commission of a crime is still the law of the land whenever husband and wife are jointly indicted for a crime, and that this doctrine is founded on the assumption that a wife will not dare to contradict her husband; and whether he will introduce a bill to abolish this doctrine, which appears to date from the reigns of King Canute and King Ina, and bring the law into closer accord with the well-known facts of present-day matrimonial life.

He did not wish to refer to the merits of the case. He would only say that in consequence of the point taken by the defendant's advocate Mrs. Peel never had an opportunity of putting her case. Although they might congratulate her on her acquittal, it was an acquittal on a technical point, and therefore an unsatisfactory one. If they wished to maintain respect for the law it was absolutely necessary that it should be strictly in accordance with our customs and habits of thought, and with the social relations of the times. Whatever the presumption might have been in the old times, there could be no such presumption now. This presumption should be abolished, but there was no necessity to abolish the doctrine of coercion. The wife should be entitled to prove coercion if it existed, and so secure acquittal, but the presumption of coercion connoted an inferior and degraded status, which women of the present day would never accept. The whole tendency of modern legislation had been in the other direction, and it was argued in the case of Viscountess Rhonda before a Committee of their Lordships' House that a woman might become a commander-in-chief, an Archbishop of Canterbury, and very probably a Lord Chancellor. Mr. Justice Darling had referred to this law as a "melancholy doctrine," but it was really a cause for mirth. He would recall to their Lordships' minds a case with which they were familiar—that of Mr. Bumble before the magistrate. (Laughter.) The magistrate then informed Mr. Bumble that in relation to the destruction of the trinkets he was more guilty than his wife, because the law supposed his wife acted under his direction. "If the law says that," said Mr. Bumble, "the law is a ass." Mr. Bumble added that in his view the law must be a bachelor. (Laughter.) Dickens wrote that in 1837. What Mr. Bumble thought then they all thought now. "We are all Bumbles now." (Laughter.) In Scotland this presumption did not exist. Legislators there had probably Lady Macbeth in their minds, and were not likely to suppose that husbands were capable of coercing their wives.


Lord Asquith considered that the Peel case was most unsatisfactory. The judge could not say Mrs. Peel's husband had coerced her. There was no evidence of it, or of her guilt, but he had to explain his attitude by practically assuming that the defendant was guilty, and she was unable to go into the box and deny on oath that she knew anything of the matter. His (Lord Asquith's) opinion as to whether she was guilty was the opposite of that of the learned judge, and he, perhaps, knew more than the learned judge did of the case.

WOMAN UNCHANGED.

Lord Buckmaster said he was utterly unable to agree with Viscount Ullswater's view of life. It was his firm belief that the bulk of women to day acted under the direction of their husbands, and that that was more surely true as they got down to the poorer ranks. This doctrine of coercion was not introduced into the common law by people who did not know men and women. People were much the same now as when it was introduced. We had not changed women by enabling them to vote. They were now just what they were before they had opportunities for showing their capacities, and men were unchanged too. In his view, it showed immense sagacity to presume that when a woman committed a crime in the presence of her husband she had acted under his direction. In the Peel case he had drawn the conclusion himself from what he had read that Mrs. Peel acted under the direction of her husband, and that she would never have done the acts alone. (Hear, hear.)

The Lord Chancellor said the position in regard to this doctrine was accurately summarised in Stephen's Digest of the Criminal Law, to the effect that if a married woman committed an offence whilst in the presence of her husband she was presumed to have acted under his coercion, which excuse her act, but this might be repudiated if the circumstances showed she was not in fact coerced. The doctrine, historically and actually, was a limited one. The general question was not such an easy one, as the noble viscount seemed to think. There were indeed two diverse views. Lord Buckmaster said that husbands generally had control over their wives. Every man had his own experience in that matter, and he was not bold enough to say anything definite, although he did feel it to be true that at any rate in the humbler ranks of life there was a very great degree of that kind of control by husbands which our ancestors had in their minds when they surrounded the woman with this protection. No doubt the gradual conquest of various offices by women had somewhat altered that fundamental. Viscount Ullswater stated one view, and Lord Buckmaster stated another. After all, they could not all in existing circumstances, marry members of Parliament, or doctors, or even barristers. (Laughter.) To the ordinary man life must be less eventful. The noble lord had said human

(Continued at foot of next column.)



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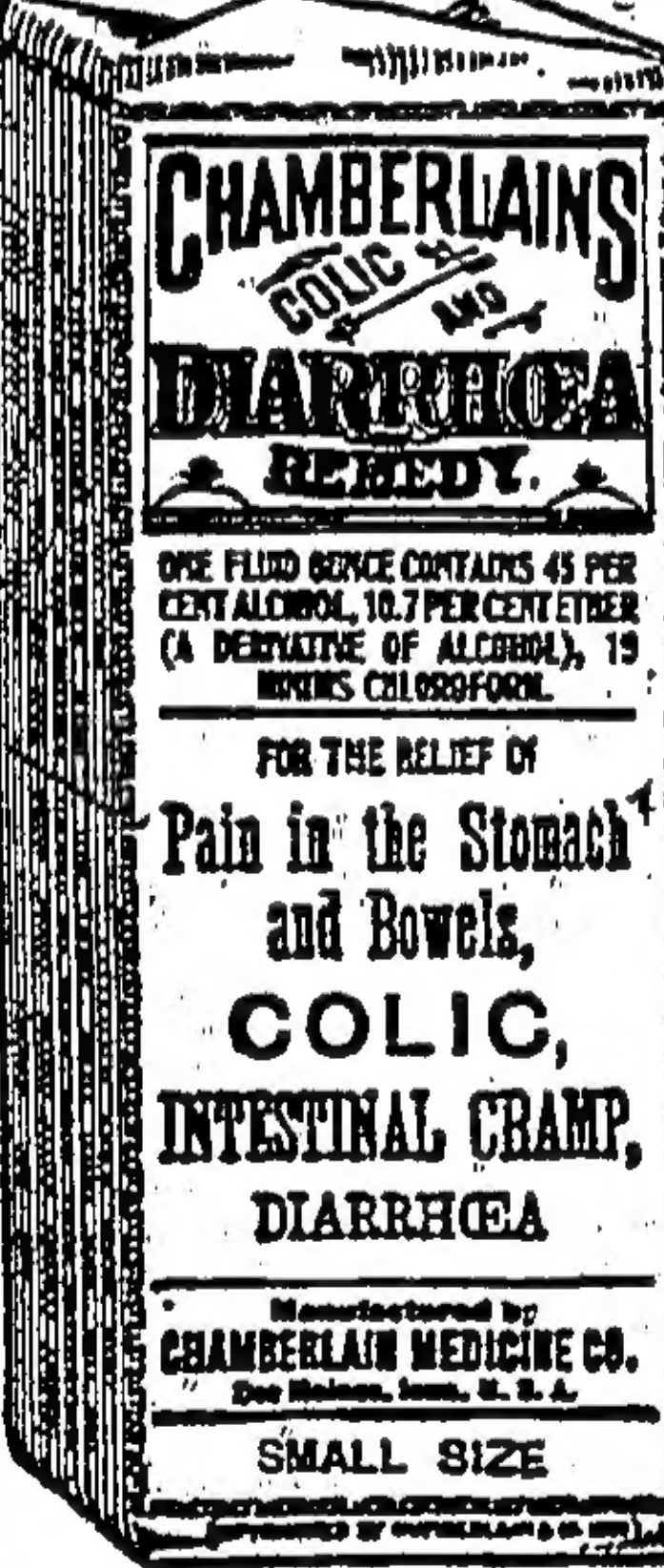
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FOR THE RELIEF OF
Pain in the Stomach and Bowels, COLIC, INTestinal CRAMP, DIARRHOEA

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in

THE TWIN PAWNS

A LEONCE FERRET PICTURE SUGGESTED BY THE WILKIE COLLINS NOVEL "THE WOMAN IN WHITE" 6 parts.

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CHARLES HUTCHISON in "WHIRLWIND." Episodes, 8 & 9.

USUAL PRICES. BOOKING AT THE THEATRE.

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MEN AND WOMEN WILL SMILE WITH UNDERSTANDING.

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When We Were Twenty-One
Adapted from Nat Goodwin
Famous stage success

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TJIBODAS	JAVA	in port	28th May	SHANGHAI
TJIBODAS	JAVA	2nd June	7th June	SHANGHAI & N. CHINA
TJIBODAS	JAVA	7th June	9th June	BATAVIA DIRECT
TJIBODAS	JAPAN	8th June	10th June	SORABAYA VIA MACASSAR

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THE MENACE OF SOCIALISM. BRITAIN'S PACT WITH FRANCE.

SPEECH BY MR. CHURCHILL.

Mr. Churchill addressed an audience of nearly 4,000 people in the new Caird Hall, Dundee, on April 8th, Lord Provost Spence presiding. Mr. Churchill touched upon foreign policy, spoke of the need for economy and for some abatement of taxation, reviewed the Irish situation, and issued a warning about the "serious situation" created by the growth of the Labour party. Mr. Churchill said:

When I last addressed you at the end of September I pointed out that an improvement in the fortunes of the world and a general rebuilding of prosperity on the basis of a lasting peace could only be achieved by two great triple understandings.

The first, between Great Britain, the United States, and Japan, for the limitation of armaments and the peace of the Pacific Ocean; and, secondly, a triple understanding between Great Britain, France, and Germany, for the consolidation of European peace and for the revival of the prosperity of Europe. I also pointed out that if France was to co-operate with Germany it was necessary that France should first of all be reassured and given an effective sense of security through the aid of Great Britain against a future German attack.

The peace of the Pacific is an accomplished fact. The Washington Conference has now taken its place among the great and beneficent events of history. (Cheers.)

The European triple understanding has not yet been achieved, but there is a steady advance in that direction. The keynote of our foreign policy in Europe is to bring about a good understanding between France and Germany, while giving France the assurance that she will not be left unaided if she were again the victim of an unprovoked aggression by Germany.

It is also quite true that we have reduced our Army to such a point that we have really no army to send at the beginning of a war. But, on the other hand, it gives to France the assurance that Britain stands where she stood with France and Belgium in the Great War, and will continue there to stand through what we hope will be long generations of peace. (Cheers.)

But I wish to make perfectly clear that my motive in cordially assenting to this policy has not been to breed strife and militarism in Europe; but to promote peace and disarmament; not to work ill to Germany, but to work her good; not to keep Britain apart from Germany, but to promote a cordial co-operation in peaceful commerce, and more rapidly to make the terrible hatreds of the struggle fade and die away. Both in the new world and in the old the interests of Britain can only be safe when they are coincident with the interests of civilisation and of peace. (Cheers.)

After pointing out that we must not forget the great potentialities of the Empire, which consumed an enormous proportion of British goods, Mr. Churchill continued: The very serious trade depression from which we are suffering is due mainly to world causes. We are trying to right these causes. Since I was last here, we have been labouring almost continuously to reduce the expenditure of the country. The cost of administering the country is enormous, and I am far from saying that we have yet reached the proper development of the economy which is necessary. At any rate, we have, as between one year and another, succeeded in reducing over £180,000,000 of expenditure—a sum almost equal to the total Budget of the country before the war—and, owing to the financial measures which have been taken to improve British credit, we have saved another considerable sum in the interest and sinking funds which it is necessary for us to provide. But there is one subject upon which I must make my position clear to you. I do not think we can contemplate reducing the British Navy below the level of the One-Power standard. (Loud cheers.) We could not possibly contemplate our great weapon of defence passing from us, and our having to take not merely the second, but even a third place in the world. I could never agree to that.

THE FUTURE IN IRELAND.

The condition of Ireland causes grave anxiety to all friends of that country. We must not expect that that anxiety will be relieved for some considerable time. It is possible or that things will get worse before they get better. It is possible that Irishmen will kill and murder each other and destroy Irish property and cripple Irish prosperity for some time, before they realise that they, and they alone, will have to pay the bill. It is Irish blood that will be spilled; Irish money that will be lost; and the Irish character that will be stained. But let me make it perfectly clear that if Irishmen choose to cut off their nose, to spite their face we cannot prevent them, and we shall not try to prevent them. They are responsible, not we.

THE POLITICAL SITUATION.

One supreme issue is arising in our country which not only at the next election—come when it may—but perhaps at many others that will follow in its train, will array the British people in two opposite camps. It is the great issue of the Socialistic organisation, of society versus individual enterprise. You know well where I stand on this. My views upon it were stated here when I first stood on a Dundee platform, now nearly fourteen years ago. They have undergone no change in the long, turbulent years that have intervened. Socialism and Liberalism represent two absolutely opposite conceptions of government. (Cheers.) Liberalism attacks monopoly; Socialism attacks Capital. Liberalism

seeks to level up; Socialism seeks to level down. Liberalism believes that government must be based on the goodwill of the masses of the people; Socialism knows that it can only operate through the agency of bureaucracy and under the direction of an autocratic set or some form of minority power. The policy of the Socialist is that the Government should own all the means of production, distribution, and exchange, that there should be no such thing as private enterprise or private property, no private shop, no house, or cottage, or bank, or ship; no private savings, no private business, no buying and selling; no enterprise, no wages, no profits. Everything is to be owned by the State; everybody is to be directed by the State; everybody is to be told what to do, what his employment is to be, where he is to live, when he is to travel.

The people would be absolutely prostrate in the hands of the Government. They would be reduced to State slaves, moved hither and thither like cattle at the will of their owner. We have often drawn a distinction between Governments that own the people and people that own the Government. There never was a Government yet erected that would own the people to the extent of a Socialist Government. No, Sir, no Kaiser, no Oriental potentate has ever wished powers like these. Think for a moment of the power which would be in the hands of the men who obtained the control of this terrific governing machine of Socialism. During their term of office they would sit high above the masses, ruling their lives and appointing their toll, as if they were gods in heaven. Is it conceivable that they will be ready to step down from their high places and resume the life of Socialist subjects? They will never give up their power once they have got it. They will form themselves into a sort of priesthood, with a caucus below them for rigging the elections. If they lasted long enough, they would undoubtedly put themselves on a hereditary basis and transmit their tyranny unbroken to their descendants and their relations.

MENACE OF SOCIALISM.

You will say to me: "You are exaggerating. No one would ever think of such things." But they have done things like that. (Cheers.) They are doing them now before your eyes. As we sit here in this hall this afternoon, free to live our lives in our own way, to express our political views, to criticise or change our Governments, to enjoy all the varied possibilities which life gives to the free-born Briton, under the Union Jack, 120,000,000 Russians are prostrate under a Socialist and Communist tyranny which has proceeded point by point exactly as I have described. There you see the rule of the few made absolute over the wishes of the many. There you see the complete internationalisation of all the means of production, distribution, and exchange. There you see complete suppression of freedom in every form. There you see compulsion in every form, and, side by side with it, corruption in every form.

Is it not a very serious situation that there should be growing so rapidly in this country a gigantic party pledged in one form or another, some going farther than others no doubt, some wishing to proceed peacefully and others violently, but all pledged in allegiance to the Socialist ideal, all moving forward, consciously or unconsciously, towards that absurd and perilous Utopia? Since the General Election there have been sixty-nine contested by-elections. Six hundred and ninety thousand votes have been cast for the Coalition, and no fewer than 500,000 have been cast for Socialist candidates alone. Faced by that menace, Liberals and Conservatives have joined together and have decisively defeated it. What they have done in the municipal sphere they will equally be forced to do, whether they like it or not, in the Parliamentary sphere.

NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION CO.'S STEAMER
"DELTA"

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FROM ANTWERP, LONDON, GIBRALTAR, MARSEILLES, PORTSAID, ADEN, BOMBAY, COLOMBO & STRAITS.

CONSIGNEES of Cargo by above-named vessel are hereby informed that their goods are being landed and placed at TOWER WHARF in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Godowns are landed.

Optional Goods will be landed here unless instructions have been given to the contrary 8 hours before arrival of the Steamer. Goods not cleared within 8 days, including date of arrival, will be subject to rent.

No Firm Instructions will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and TUESDAYS.

All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the goods have left the Godown.

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STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS, SUBJECT TO ALTERATION				
HAIPHONG via HOIHOW	"TAKSANG"	Thursday	25th May	10 a.m.
SHANGHAI via SWATOW	"TINGSANG"	Thursday	25th May	Noon
STRAITS & CALCUTTA	"FOOKSANG"	Thursday	25th May	3 p.m.
MANILA	"LOONGSANG"	Friday	26th May	3 p.m.
TSINGTAU via SWATOW & SHANGHAI	"HANGSANG"	Sunday	28th May	Daylight
SANDAKAN	"HINSANG"	Monday	29th May	Noon
BANGKOK via SWATOW	"CHAKSANG"	Tuesday	30th May	Noon
SHANGHAI via SWATOW	"FAUSANG"	Wednesday	31st May	Noon
TIENSIN	"CHEON SHING"	Sunday	4th June	Noon

ALQUITA LINE:—This Line affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta steamers proceed via Suez and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE:—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to Northern and Yangtze Ports via Shanghai.

MANILA LINE:—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE:—Sailings approximately weekly for passengers and cargo.

BURNEO LINE:—Fortnightly sailings to and from Sandakan by two 2,000 tons steamers, "HINSANG" and "MAUSANG" with excellent passenger accommodation. Cargo taken on through Bills of Lading for Kuching, Jesselton, Labuan, Tawau and Labad Data.

TIENSIN LINE:—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Choochow.

BANGKOK LINE:—A weekly service is provided between Hongkong and Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE

s.s. "FOOKSANG" will be despatched on or about
Thursday, 25th May, at 3 p.m., for SINGAPORE, PENANG
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Through Bills of Lading issued to RANGOON, MADRAS, PORT
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Vessel	Leave Hongkong	Discharge
S.S. "RADNORSHIRE"	5th June	5th June
M.V. "GLENBEG"	17th June	17th June
M.V. "GLENLUCE"	1st July	1st July
S.S. "GLENSHANE"	20th July	20th July

HOMEWARDS.

Vessel	Leave Hongkong	Discharge
M.V. "GLENBEG"	30th May	LONDON, HULL, ROTTERDAM & HAMBURG.
S.S. "CARNARVONSHIRE"	9th June	GENOA, LONDON, HULL, ROTTERDAM & HAMBURG.
S.S. "GLENIFFER"	4th July	GENOA, LONDON, HULL, ANTWERP & HAMBURG.

Movements are subject to change without notice.

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Managing Director: Mr. MATSUYAMA

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And under the Company's Management:—

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Two steamers of about 6,400 tons deadweight each.

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KAWASAKI KISEN KAISHA.

No. 2, Bunko Kōza

SHIPPING NEWS

ARRIVALS.

May 22nd.

Amherst, British str., 241 tons, Capt. Chan Hin, from Hoibow, with a general cargo. On Fat S.S. Co.

Angers, French str., 5,884 tons, Capt. L. Guerin, from Marseilles, with a general cargo. Messageries Maritimes.

San Yek, American str., 320 tons, Capt. J. Ferrer, from Hoibow, with a general cargo. Yuen Cheong & Co.

Chongra, Chinese str., 358 tons, Capt. Fletcher, from Pakhoi, with a general cargo. Hing Lee S.S. Co.

Jade, French str., 388 tons, Capt. P. B. Morganti, from Pakhoi, with a general cargo. Kai Yue & Co.

Taiji Maru, Japanese str., 1,335 tons, Capt. D. Nakamura, from Sakito, with coal. M.B.E.K.

May 23rd.

Chimking, British str., 1,229 tons, Capt. B. A. Thomson, from Amoy, none. B. & S.

Bainichi Maru, Japanese str., 1,954 tons, Capt. Y. Usami, from Keelung, with coal. O.S.K.

Grace Dolber, British str., 4,041 tons, Capt. J. Tasker, from New York, with a general cargo. Robert Dollar & Co.

Kanyang, British str., 1,207 tons, Capt. J. R. Shearer, from Chefoo, with vermicelli, etc. B. & S.

Hupet, British str., from Canton.

Ision, British str., 6,520 tons, Capt. A. Ogden, from Vancouver, with a general cargo. B. & S.

Kanau, British str., from Canton.

Kuechow, British str., 1,220 tons, Capt. F. A. Lovegrove, from Tientsin, with a general cargo. B. & S.

Luczhou, British str., from Canton.

Quatker, Dutch str., 5,061 tons, Capt. H. Huyser, from Shanghai, with a general cargo. J.C.L.

Rindler, British str., 3,001 tons, Capt. J. C. D. Hinton, from Rangoon, with rice and general cargo. Mackinnon, Mackenzie & Co.

Szechuen, British str., 1,594 tons, Capt. J. Gibbs, from Shanghai, with a general cargo. B. & S.

Tongler, Chinese str., from Canton.

West Ira, American str., 3,843 tons, Capt. J. M. Jamieson, from Shanghai, with steel. Pacific Mail S.S. Co.

CLEARANCES.

May 23rd.

Cheridon Maru, for Batavia.

Chimking, for Tientsin.

Hong Kong, for Paracels.

Kanyang, for Pakhoi.

Kanau, for Swatow.

Luczhou, for Swatow.

Mylio, for Bangkok.

Sanjo Maru, for Hongkong.

Szechuen Maru, for Canton.

Szechuen, for Canton.

Taiji Maru, for Canton.

Tai See Maru, for K. C. Wan.

Tokai Maru, for Keelung.

Tongler, for Foochow.

PASSENGERS.

DEPARTURES.

Per N.Y.K. s.s. *Aki Maru*, on May 23rd:—Mr. J. W. Robinson, Mrs. R. A. Robinson, Miss J. Monchick, Mr. and Mrs. A. D. Sadler, Mr. M. Manuk, Mr. and Mrs. W. F. Smale, Mr. F. Water, Mr. O. Forster, Mr. and Mrs. H. E. Peck, Miss A. M. Keating, Miss J. Burnett.

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SHIPPING MOVEMENTS.

The N.Y.K. s.s. *Kanankura Maru* (Bombay line) left Kobe for Hongkong via Moji on May 22nd, and is expected here on May 29th.

The P. & O. s.s. *Sicilia* left Singapore for Hongkong on May 22nd, at 4 p.m., and is due here on May 27th, at 7 p.m.

The s.s. *Nelara* (Blue Funnel) left New York on May 15th via Sues for Singapore, and is in Hongkong about July 11th.

The s.s. *Telemachus* (Blue Funnel) for Liverpool and Glasgow, arrived Liverpool on May 18th.

The s.s. *Machaon* (Blue Funnel) for London, Amsterdam and Antwerp, arrived London on May 20th.

The s.s. *Titan* (Blue Funnel) for London, Rotterdam and Hamburg, arrived London on May 21st.

VESSELS EXPECTED.

Atreus (Blue Funnel), due May 24th.

Bendogun (Ben Line), due May 25th.

Empress of Canada, due June 1st.

Empress of Russia, due June 8th.

Grande Gaard (Kerr Steamship & Co.), due May 28th.

Honour State (P.M.), due June 12th.

Kobe Maru (N.Y.K.), due June 3rd.

Lygon (Blue Funnel), due May 24th.

Nagayo Maru (N.Y.K.), due May 31st.

President Hayes (Pacific Mail), due May 31st.

Rajah (B.L.), due May 31st.

Rheinland (H.A.L.), due June 5th.

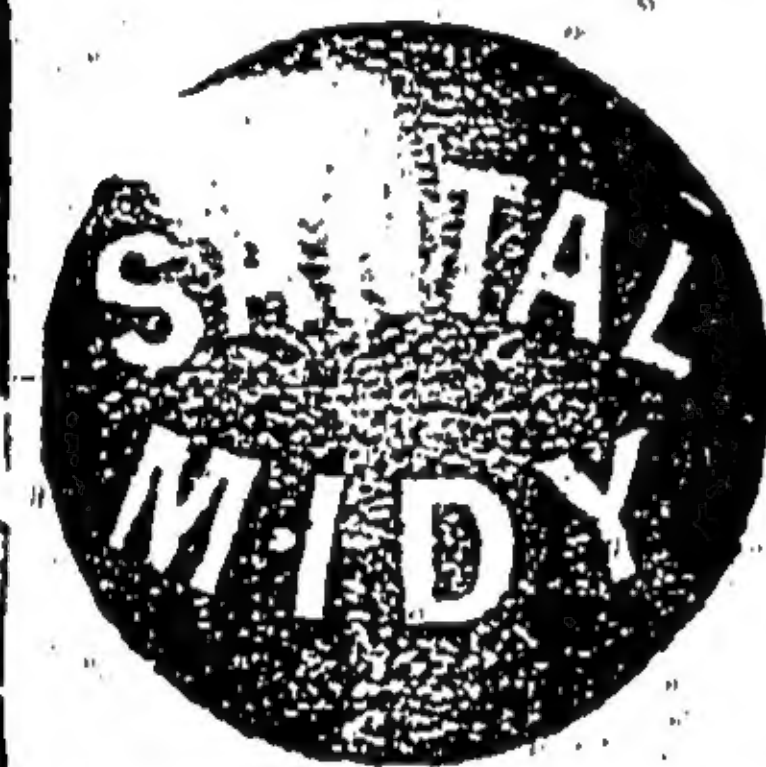
Sado Maru (N.Y.K.), due June 1st.

Sicilia (P. & O.), due May 27th.

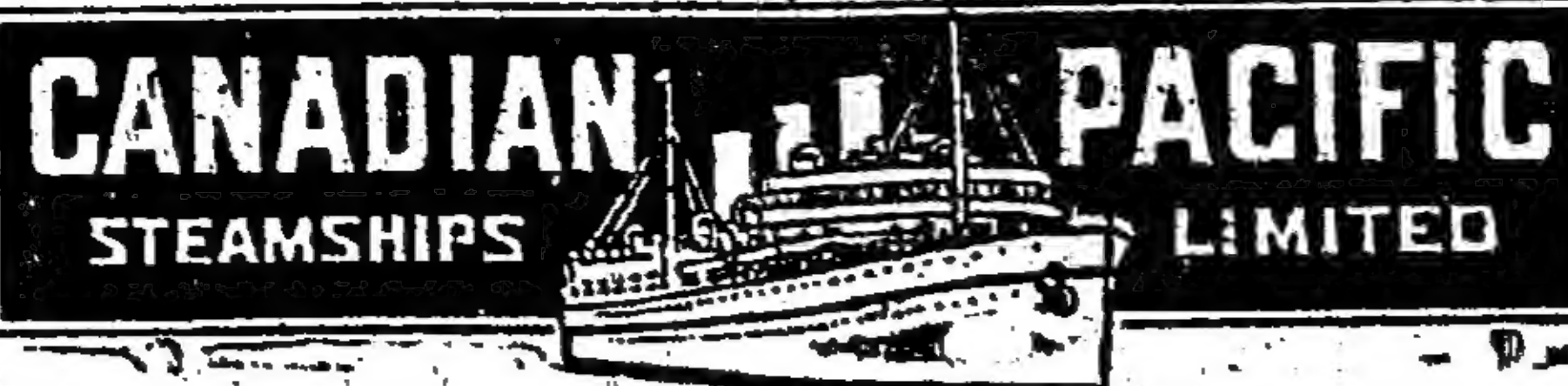
Tallibus (Blue Funnel), due June 5th.

Tamba Maru (N.Y.K.), due June 3rd.

Torilla (B.L.), due June 3rd.



These tiny Capsules — superior to Copiba, Cubebs, and Injections — CURE the same diseases as these drugs in FORTY-EIGHT HOURS without inconvenience.
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EMPRESS OF CANADA

FOR

VANCOUVER.

SEVENTH JUNE, 1922.

CHINA MAIL S.S. CO., LTD.

(Incorporated in U.S.A.)

OPERATING FAST FREIGHT AND PASSENGER STEAMERS

"NANKING" "CHINA" "GORJISTAN" "ALMERIA"

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE

FIRST CLASS FARE TO EUROPEAN PORTS

Minimum Rate U.S. \$577.07

Minimum Rate U.S. \$920.50

First Class Accommodation Throughout.

Trans-Pacific Service

HONGKONG TO SAN FRANCISCO

via Shanghai, Nagasaki, Yokohama and Honolulu.

S.S. "NANKING" S.S. "CHINA"

Tuesday, May 30th, at noon. July 6th.

Java Service

HONGKONG TO AMOY, SINGAPORE AND JAVA PORTS.

S.S. "GORJISTAN" S.S. "ALMERIA"

FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States & Canada also
Cargo accepted on Through Bills of Lading for transshipment at San Francisco to weekly sailings for principal Atlantic Ports.

C. T. SURBRIDGE, GENERAL AGENT.

PRINCE'S BUILDING,

108 HONG STREET,

TELEPHONE: FARMER'S DEPT.

TEL: FARMER'S DEPT. & AGENT,

No. 1934.

No. 2161.

CABLE ADDRESS: "CHIMAIL."

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DODWELL & CO., LIMITED.

REGULAR SAILINGS TO NEW YORK & BOSTON

for NEW YORK & BOSTON

S.S. "WRAY CASTLE" sailing on or about 23rd May.

S.S. "BOWES CASTLE" sailing end of June.

LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.
FIUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

FOR SHANGHAI.

S.S. "VENETIA" sailing on or about 4th June.

FOR BRINDISI, VENICE & TRIESTE

S.S. "TRIESTE" sailing on or about 2nd June.

S.S. "VENETIA" sailing 2nd half of June.

Passengers' Luggage can be insured at the Office of the Agents.

NATAL LINE OF STEAMERS.

From CALCUTTA to SOUTH AFRICAN PORTS

S.S. "UMIAZI" sailing second half of June.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED.

Agents.

N. Y. K.

SAILINGS SUBJECT TO ALTERATION

VICTORIA, SEATTLE & VANCOUVER via Shanghai Japan north.

Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.

IYO MARU (Calling Keelung) Monday, 19th June, at 11 a.m.

SHIDZUKA MARU (Calling Keelung) Monday, 2nd July, at 11 a.m.

MARSEILLES, LONDON & ANTWERP via Singapore, &c.

SUWA MARU Thursday, 25th May, at 11 a.m.

FUSHIMI MARU Friday, 26th June, at 11 a.m.

HAMBURG via DUNKIRK, LONDON & ROTTERDAM.

MITOMARU Thursday, 8th June.

LIVERPOOL via MARSEILLES and VALENCIA.

TATSUNO MARU Sunday, 4th June.

SYDNEY & MELBOURNE via Manila, &c.

TANGO MARU Tuesday, 20th June, at 11 a.m.

NEW YORK, via PANAMA.

DURBAN MARU Tuesday, 6th June.

NEW YORK via Suez.

RIO DE JANEIRO, SANTOS & BUENOS AIRES via CAPE.

KAWAOKI MARU Sunday, 4th June.

BOMBAY via Singapore and Colombo.

KAMAKURA MARU Tuesday, 30th May.

CALCUTTA via Singapore, Penang & Rangoon.

HAKODATE MARU Monday, 29th May.

NAGASAKI, KOBE & YOKOHAMA.

NIKKO MARU Friday, 16th June, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

NAGANO MARU Thursday, 1st June.

SADO MARU Friday, 2nd June, at 11 a.m.

TAMBA MARU Sunday, 4th June.

For further information apply to— NIPPON YUSEN KAISHA

Telephone Nos. 292 & 293. K. H. KAMEI, Manager.

STRUTHERS & BARRY.

MANAGING AGENTS—UNITED STATES SHIPPING BOARD.

EXPRESS FREIGHT SERVICE.

TO LOS ANGELES AND SAN FRANCISCO

FROM HONGKONG BY DIRECT ROUTE.

"West Prospect" Due Hongkong 2nd June.

Leave Hongkong 5th June.

"West O'Rowa" Due Hongkong 4th July.

Leave Hongkong 8th July.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY

SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF

LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

TO MANILA, SINGAPORE, BATAVIA,

SAMARANG AND SOERABAYA.

"West Chopaka" Due Hongkong 5th June.

Leave Hongkong 7th June.

"West Farolan" Due Hongkong 8th June.

Leave Hongkong 15th June.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

For Full Information Apply to

STRUTHERS AND BARRY.

L. EVERETT, General Agent for 1st Floor, Powell's Building,

JAPAN-CHINA-PHILIPPINES. Phone No. 3008.

INDO-CHINA-TRAITS & JAVA. G. P. BRADFORD, Res. Agent.

YAMASHITA KISEN KAISHA

(THE YAMASHITA S.S. Co., Ltd.)

REGULAR FREIGHT & PASSENGER SERVICE

BETWEEN

KEELUNG, HONGKONG & HAIPHONG.

Sailing from Hongkong.

FOR HAIPHONG via Hoibow & Pakhoi

S.S. "HOZUI MARU" on or about 25th May.

FOR KEELUNG via Swatow & Amoy.

S.S. "TAIKWA MARU" on or about 25th May.

For further particulars, please apply to—

Branch Office,
No. 27, Bonham Street, West
Tel. No. 155.S. MITARAI,
Top Floor, King's Building
Tel. No. 140.

THOS. COOK & SON.

RAILWAY STEAMSHIP FREIGHT

INSURANCE BANKERS. AGENTS

Tickets issued, Letters of Credit & Circulars Issued and Cashied.

"THE EASTERN TRAVELLERS GAZETTE"

143 OFFICES THROUGHOUT THE WORLD 143

HONGKONG, SHANGHAI, TIENTSIN, Peking & YOKOHAMA

Chief Office—LUDGATE GROUND, LONDON E.C.4.

Local Address—Hongkong Hotel Building, HONGKONG.

Telegraphic address: "COUPON." Telephone No. 524-5.

OBERAMMERGAU PASSION PLAY

In order that the Public may be supplied with reliable information concerning
accommodation in the village, with seats in the theatre, the Committee have appointed
THOS. COOK & SON Official Agents for the Play, to whom all enquiries should
be addressed.

AMERICAN & ORIENTAL LINE

NEW YORK via Suez

ad. "MADAWASKA" via Suez Canal ... 31st May. Boston and New York.
Subject to change without notice.

ORIENTAL AFRICAN LINE.
INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH (CAPE TOWN) direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.
(Managing Agents).

ELLERMAN LINE

ELLERMAN & BUCKNALLS.S. CO., LTD.

FREIGHT & PASSENGER SERVICE

OUTWARDS.

HOMEWARDS.

ad. "KANDAHAR" ... 10th June ... London, Antwerp, Rotterdam & Hamburg.
ad. "CITY OF GLASGOW" ... 5th July ... London, Rotterdam & Hamburg.
Subject to change without notice.
For particulars of freight and passage rates apply to—

or REISS & Co., CANTON.

THE BANK LINE, LTD.
General Agents.

NEW YORK DIRECT

Joint Service of the

"BLUE FUNNIE" LINE

OCEAN S.S. CO., LTD. AND CHINA MUTUAL S.S. CO., LTD.

AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

To Boston and New York.

ad. "DEUCALION" ... via Suez Canal ... 5th June.
ad. "ALCINOUS" ... via Suez Canal ... 15th June.
ad. "KAZEMBE" ... via Suez Canal ... 25th June.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE, or THE BANK LINE, LTD. HONGKONG
(JOHN SWIRE & SONS, LTD.)
HONGKONG AND CANTON.

REISS & CO., CANTON.

MESSAGERIES MARITIMES

SERVICES CONTRACTUELS

MAIL SERVICE UNDER CONTRACT WITH THE FRENCH GOVERNMENT
DESTINATIONS. STEAMERS & DISPLACEMENT. SAILING DATES.

SHANGHAI, KORE & YOKOHAMA ... "AZAY LE RIDEAU" ... 15,000 ... On or about 26th May.
"ARMAND BEHIC" ... 11,090 ... On or about 9th June.
MARSEILLES, via HAI-PHONG, SAIGON, SINGAPORE, PEN-ANG, COLOMBO, SUEZ & PORT SAID ... "ANGKOR" ... 15,000 ... On or about 30th May.
"ANGERS" ... 15,000 ... On or about 16th June.
"AZAY LE RIDEAU" ... 15,000 ... On or about 27th June.

COMMERCIAL LINE

SHANGHAI, PUKOW, HANKOW & TAIKOW ... "COM DORISE" ... On or about 25th May.

ALSO SERVICE TO BORDEAUX, HAVRE, DUNKERQUE, & ANTWERP. (ON APPLICATION)

For further particulars, etc. apply to

CONSIGNATION—TRANSIT—REPRESENTATION.

Telephone 744.

A. JOHARD,
Acting Agent,
Queen's Building.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE

REGULAR SERVICE of Fast, High Class Ocean Steamers saving good accommodation for First-Class Passengers, Electric Light and Fans in staterooms, stoves and excellent cuisine.

FOR

SWATOW, AMOY & FOCHOW

AND RETURN

(Occupying 9 (or 10) Days)

HAIPHONG ... Capt. J. S. Thomson ... Friday, 26th May, at 1 p.m.
HAIHONG ... Capt. W. C. Pammere ... Thursday, 1st June, at 1 p.m.

Arrive and Departures from the Company's Wharf (near "Duke's Pier,"

For Freight and Passage, apply to—

DOUGLAS LAFRAIK & CO
General Manager.P. & O. British India
Apcar and
Eastern & Australian
Lines

COMPANIES Incorporated in ENGLAND.

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, Ceylon, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tonnage	From Hongkong (about)	Destination
"DONGOLA"	9,000	30th May, 11 a.m.	(Singapore, Penang, Colombo, Bombay, Aden, Port Said, Marseilles & London.)
"KHYBER"	9,000	7th June	Marseilles, London & Antwerp
"SICILIA"	6,700	11th June	(Singapore, Penang, Colombo & Bombay.)
"DELTA"	8,100	21st June	Marseilles, London & Antwerp
"KASHMIR"	4,000	5th July	do.
"SOUDAN"	7,000	15th July	(Singapore, Penang, Colombo & Bombay.)
"KARMALA"	9,000	19th July	Marseilles, London & Antwerp
"KASHGAR"	9,000	22nd Aug.	do.
"SARDINIA"	6,850	16th Aug.	do.
"DEVANHA"	8,094	30th Aug.	do.
"KALYAN"	8,365	13th Sep.	do.
"MACEDONIA"	10,612	27th Sept.	(Bombay, Marseilles, London & Antwerp.)

BRITISH INDIA-APCAR SAILINGS

"TAKADA"	6,940	10th June	Singapore, Penang & Calcutta.
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EASTERN & AUSTRALIAN SAILINGS (South)

"EASTERN"	3,286	1st June	Malta, Thursday Island, Cairns, Townsville, Brisbane, Sydney & Melbourne.
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Frequent connections with the Union S.S. Co.'s steamers from Australia to the United Kingdom via New Zealand, Vancouver and San Francisco, etc., or per The New Zealand S.S. Co.'s vessels to Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

"SICILIA"	6,700	29th May, noon	Shanghai only.
"TORILLA"	5,205	4th June	Shanghai & Japan.
"KASHMIR"	4,041	5th June	Shanghai & Japan.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

* Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.

First Saloon Passengers may travel by P. & O. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Calcutta.

All Cables are fitted with Electric Fans free of charge.
Parcels measuring not more than 2 1/2 ft. x 3 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Rates, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.,

12, Des Voeux Road Central, HONGKONG

Agents.

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON, HAMBURG, ROTTERDAM & ANTWERP, MARSEILLES

Monthly direct service via Singapore and Port Said. Monday, 10th July.

"ATLAS MARU" DE JANNIRO, SANTOS, DUBAI, BAHIA

BUENOS AIRES, RIO DE JANEIRO, SINGAPORE, PASSENGER SERVICE

CAMP TOWN via SAIGON & SINGAPORE, PASSENGER SERVICE

"MEXICO MARU" REGULAR FORTNIGHTLY SERVICE via SINGAPORE

BOMBA, COLOMBO, REGULAR FORTNIGHTLY SERVICE via SINGAPORE

"SINGAPORE MARU" Wednesday, 31st May.

Deli & BANGKOK via SAIGON & SINGAPORE Thursday, 1st June.

"KISHU MARU" For fortnightly service via Singapore, Penang & Bangkok. Saturday, 2nd June.

CALCUTTA via Borneo MARU, SEATTLE & TACOMA

VICTORIA, VANCOUVER, SEATTLE & TACOMA

Via Detroit, taking cargo to OVERLAND POINTS, U.S.A. & CANADA

"AFRICA MARU" Friday, 30th May.

NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco

Penang and Cebu Ports.

"SHUNKO MARU" Monday, 19th June.

HAW ORLEANS LINE via SUEZ. Thursday, 3rd June.

"BORNEO MARU" Sunday, 11th June.

JAPAN PORTS—Kobe & Yokohama via Shanghai

"ARGON MARU" Sunday, 11th June.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommoda-

tion for 1st and 2nd class saloon passengers.

"KAIJO MARU" Every Sunday, Noon.

"AMAKUSA MARU" Every Sunday, Noon.

TABAO via SWATOW & AMOY Thursday, 1st June.

"SOSU MARU" Y. YABUDA, Manager.

Tel. No. 4090.

PRINCE LINE FAR EAST SERVICE

Regular sailings to Boston and/or New York by fast

freight steamers.

For BOSTON and NEW YORK

For Freight and Passage, apply to—

FURNESS (FAR EAST) LIMITED

(Incorporated in Great Britain)

St. George's Building.

Telephone 2185.

Telegrams (Far East).

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATIONS

For	Steamer	To Sail
SWATOW, AMOY & SHANGHAI	"HUPEH"	On 24th May, 4 p.m.
AMOY & SHANGHAI	"SZECHUEN"	On 26th May, 4 p.m.
SWATOW & RANGKOK	"KAIYONG"	On 28th May, 10 a.m.
PAKHAI & HAIPHONG	"KAIYONG"	On 28th May, 4 p.m.
MANILA, CEBU & ILOILO	"TAMING"	On 28th May, 10 a.m.
SWATOW & SHANGHAI	"BANGCHOW"	On 28th May, 4 p.m.
HAIPHONG, HOHANG & BANGKOK	"CHENAN"	On 27th May, 10 a.m.
SWATOW, SHANGHAI & TSINGTAO	"SINKIANG"	On 27th May, 4 p.m.
WEIHAIWEI, CHEFOO & TIENTSIN	"KUEICHOW"	On 27th May, 4 p.m.
SHANGHAI	"SUIYANG"	On 28th May, 4 p.m.
SWATOW, SHANGHAI & TSINGTAO	"YINGCHOW"	On 28th May, noon.

SHANGHAI LINE—PASSENGER, MAILS and C.A.G.O. Excellent saloon accommodation, electric fans in saloon and state-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking cargo on through bills of lading to all Kiangsu and Northern China Ports. Passengers are loaded in Shanghai avoiding all inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE

(JOHN SWIRE & SONS, Ltd.)

Agents.

TELEPHONE 38.

CARGO & BAGGAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE (John Swire & Sons, Ltd.).

TOYO KISEN KAISHA

Reduced Fare to Europe U.S. \$620.50 First Class Throughout

HONGKONG TO SAN FRANCISCO

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

"THE FAREWAY OF THE SUN"

LEAVES HONGKONG

SHINYO MARU ... May 28th.

PERSEA MARU ... June 16th.

TATTOO MARU ... June 21st.

HIREMARU MARU ... July 5th.

TENYO MARU ... July 19th.

KOREA MARU ... July 30th.

Calling at Dairen. Calling at Keelung.

SOUTH AMERICAN LINE

HONGKONG TO VALPARAISO

VIA MANILA, KIULUNG, JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SANTA CRUZ, BALBOA, CALLAO, MOLLEDO, ARICA & IQUIQUE

THROUGH BY TRANS-ANDIAN ROUTE TO BUENOS AIRES

LEAVES HONGKONG

SEIYOMARU ... May 24th.

RAKUYO MARU ... June 21st.

GINYO MARU ... Aug. 23rd.

Omit Manila.

For full information regarding passenger freight and sailings, apply to—

Y. TSUTSUMI, MANAGER

King's Building Tel. No. 274 & 275

Agents at Canton: Messrs. T. E. GRIFFITH, LTD.

PACIFIC MAIL S.S. CO.

MANAGING AGENT, U.S. SHIPPING BOARD

EMERGENCY FLEET CORPORATION.

TRANS-PACIFIC SERVICE

Freight and Passengers

Fare to Europe, U.S. \$620.50 First Class throughout.

AMERICA'S STEAMERS

SAN FRANCISCO via SHANGHAI, KORE, YOKOHAMA and HONOLULU

LEAVES HONGKONG

S.S. "PRESIDENT WILSON" ... May 28th.

S.S. "PRESIDENT LINCOLN" ... June 16th.

S.S. "PRESIDENT CLEVELAND" ... July 13th.

S.S. "PRESIDENT HARRISON" ... July 27th.

HONGKONG-CALCUTTA SERVICE

Freight only.

CALCUTTA via SINGAPORE, PENANG and RANGOON

S.S. "LAKE PAUL" ... May 27th, Noon.

HONGKONG, MANILA-HONOLULU-SAN FRANCISCO SERVICE

Freight and Passengers

Sails from Hongkong, San Francisco, Manila. Arrives San Francisco.

S.S. "PRESIDENT HAYES" ... June 16th.

S.S. "PRESIDENT HARRISON" ... July 13th.

S.S. "PRESIDENT HAYES" ... Aug. 23rd.

S.S. "PRESIDENT HARRISON" ... Sept. 26th.

For full information regarding rates, space, etc., apply to—

PACIFIC MAIL S.S. CO.

Telephone 141. Cable Address "SOLANO." Union Building, Hongkong.

Agents at Canton—REISS & Co.

KERR STEAMSHIP CO., INC.

SERVICE TO NEW YORK, via PANAMA CANAL.

For MANILA AND NEW YORK,

S.S. "GRANDE GAARD" ... sailing on or about the 30th May.

For Freight and further particulars, apply to

SHEWAN, TOMES & CO.,

Agents.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS

Sailing (Subject to Alteration)

Steamer

Sailings from Hongkong

FOR

BANGKOK

"THONG SAMUD"

24th May, 4 p.m.

27th May, 4 p.m.

For further particulars apply to

Messrs. BUTTERFIELD & SWIRE

(JOHN SWIRE & SONS, Ltd.) Agents.

TELEPHONE 36.

SlAMESE STEAMSHIP CO., LTD.

SAILINGS FROM HONGKONG

FOR

BANGKOK

"THONG SAMUD"

24th May, 4 p.m.

27th May, 4 p.m.

For further particulars apply to

Messrs. BUTTERFIELD & SWIRE

(JOHN SWIRE & SONS, Ltd.) Agents.

TELEPHONE 36.

INWARD MAILS.

OUTWARD MAILS.

*Correspondence regarding Testes is handled only.

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